

## Statewide Collision Categories

Table 1 compares major collision categories and measures of exposure for 2002 through 2006. The total number of traffic collisions in 2006 decreased by 14.2% from 2005. The bulk of this decrease was due to the change in the property damage reporting threshold from \$750 to \$1,500. However, fatal collisions also decreased by 1.6% and injury collisions decreased by 2.8%. Total fatalities decreased 2.9% from the previous year, while the number of injuries decreased by 3.4%. The number of property damage collisions decreased by 20.5%. The number of

<b>Table 1</b> <b>Idaho Traffic Collision Data and Measures of Exposure: 2002-2006</b>							
	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>Change 2005-2006</b>	<b>Avg. Change 2002-2005</b>
Total Collisions	26,477	26,700	28,332	28,238	24,225	-14.2%	2.2%
Fatal Collisions	230	261	240	243	239	-1.6%	2.2%
Persons Killed (Fatalities)	264	293	260	275	267	-2.9%	1.8%
Injury Collisions	9,688	9,661	9,843	9,810	9,536	-2.8%	0.4%
Persons Injured	14,762	14,601	14,734	14,436	13,950	-3.4%	-0.7%
Property-Damage-Only Collisions (>\$750)	16,559	16,778	18,249	18,185	14,450	-20.5%	3.2%
Idaho Population (thousands)	1,341	1,366	1,393	1,429	1,466	2.6%	2.1%
Licensed Drivers (thousands)	911	926	948	983	1008	2.5%	3.4%
Vehicle Miles of Travel (millions)	14,303	14,400	14,825	14,969	15,259	1.9%	1.5%
Registered Vehicles (thousands)	1,331	1,316	1,386	1,421	1,436	1.0%	2.2%

Changes in the number of collisions can often be correlated with changes in state population, the number of drivers, number of registered vehicles, and the statewide Annual Vehicle Miles of Travel (AVMT). In 2006, the number of licensed drivers increased by 2.5%, the population grew by 2.6%, and the number of registered motor vehicles increased by 1.0%.

The statewide AVMT increased by 1.9% in 2006. Commercial vehicles accounted for 19% of the statewide AVMT in 2006.

## Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2002-2006.

<b>Table 2</b> <b>Fatality and Injury Rates per 100 Million AVMT 2002-2006</b>							
	2002	2003	2004	2005	2006	Change 2005-2006	Avg. Change 2002-2005
Fatality Rate	1.85	2.03	1.75	1.84	1.75	-4.8%	0.3%
Injury Rate	103.21	101.39	99.39	96.44	91.42	-5.2%	-2.2%

Figures 1 and 2 illustrate fatality and injury rates per 100 million AVMT for the U.S. and Idaho. The 2006 U.S. fatality rate and U.S. injury rate estimates are preliminary and may change.

Figure 1  
**Traffic Fatality Rates per 100 Million Annual Vehicle Miles of Travel  
 For Idaho and the U.S.: 1997-2006**

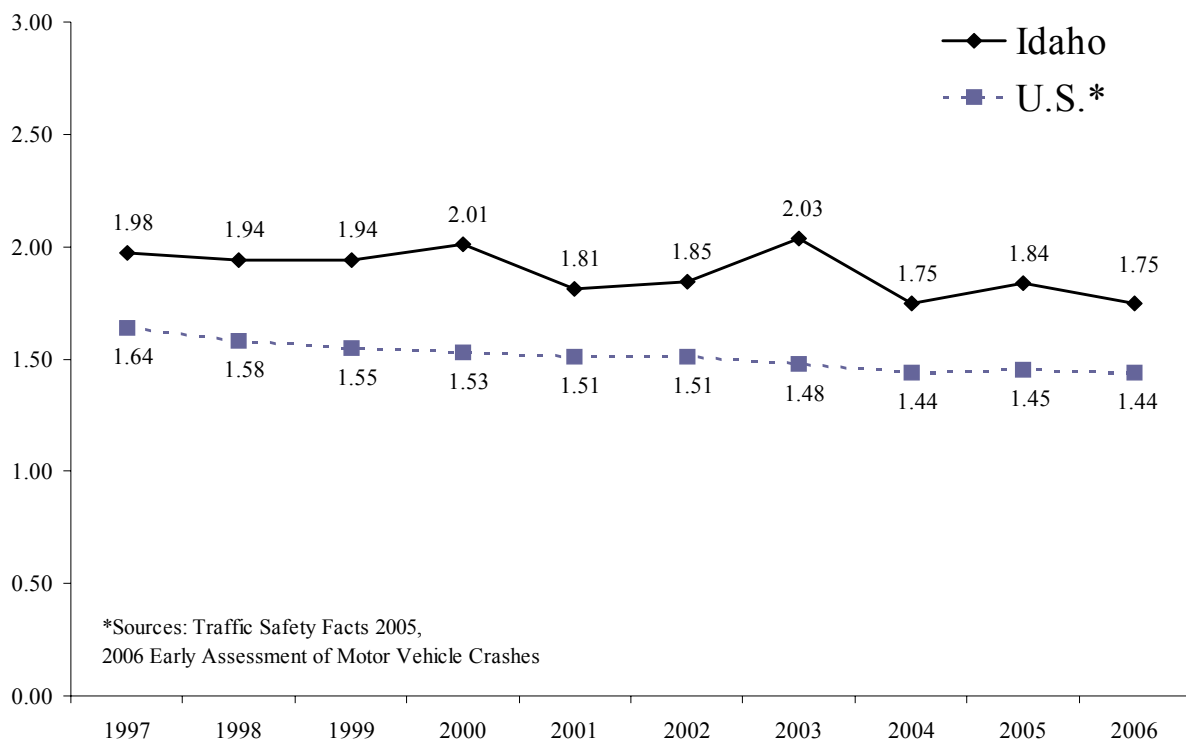
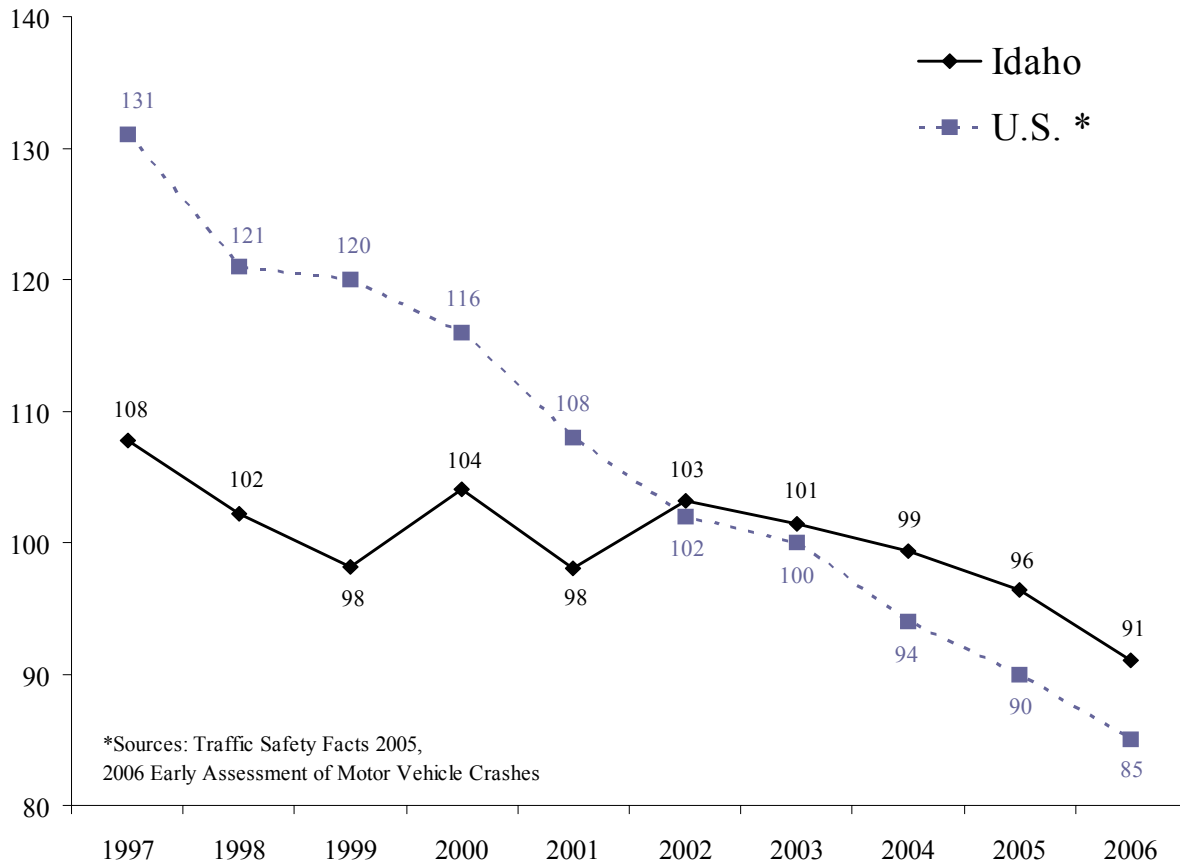


Figure 2  
**Traffic Injury Rates per 100 Million Annual Vehicle Miles of Travel: 1997-2006**



Fatality and injury rates have varied over the past decade, but have generally decreased. Factors such as vehicle safety features, limited access highways, engineering improvements, occupant restraint usage, demographic changes and reduction in driving under the influence tend to reduce fatalities and injuries. Increases in AVMT, licensed drivers, registered vehicles, changes in reporting, and higher average speeds tend to increase the number of fatalities and injuries.

## Injury Severity

Table 3 presents the injury severity distribution among persons involved in collisions from 2002 through 2006. The number of fatalities decreased to 267 in 2006.

<b>Table 3</b> <b>Injury Severity of Persons Involved in Collisions: 2002-2006</b>							
	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>Change 2005-2006</b>	<b>Avg. Change 2002-2005</b>
Fatalities	264	293	260	275	267	-2.9%	1.8%
Serious Injuries	1,750	1,607	1,667	1,812	1,689	-6.8%	1.4%
Visible Injuries	5,347	4,922	4,526	4,318	4,287	-0.7%	-6.9%
Possible Injuries	7,665	8,072	8,541	8,306	7,974	-4.0%	2.8%
No Injuries	52,995	53,613	56,884	55,638	46,325	-16.7%	1.7%
Unknown / Missing	1,156	812	808	932	696	-25.3%	-5.0%
Total Persons in Collisions	69,177	69,319	72,686	71,281	61,238	-14.1%	1.0%

Fatalities are rare events and are subject to a high degree of variability, meaning they randomly go up and down.

## Economic Cost of Collisions

Table 4 gives estimated economic costs for Idaho motor vehicle collisions in 2006. Estimates in this table are based on 1994 Federal Highway Administration (FHWA) cost estimates for collisions.<sup>1</sup> The cost estimates are updated to 2006 dollars using the Gross Domestic Product Implicit Price Deflator Ratio. The components of the cost estimates include productivity losses, property damage, medical costs, rehabilitation costs, travel delay, legal and court costs, emergency service costs, insurance administration costs, premature funeral costs, and costs to employers. The estimated cost of Idaho collisions in 2006 was nearly \$1.8 billion. The total cost of collisions in 2006 was \$1.8 million dollars less than the estimated cost of collisions in 2005, but \$126 million dollars more than the cost of collisions in 2004.

<b>Table 4</b> <b>Economic Cost of Idaho Collisions: 2006 Estimates</b>			
<b>Incident Description</b>	<b>Total Occurrences</b>	<b>Cost Per Occurrence</b>	<b>Cost Per Category</b>
Fatalities	267	\$3,462,008	\$924,356,172
Serious Injuries	1,689	\$239,677	\$404,815,274
Visible Injuries	4,287	\$47,935	\$205,499,477
Possible Injuries	7,974	\$25,299	\$201,736,540
Property Damage Only	14,450	\$2,663	\$38,481,552
<b>Total Estimate of Economic Cost</b>			<b>\$1,774,889,016</b>

In addition to the FHWA's study, the National Highway Traffic Safety Administration (NHTSA) also did a study on the costs of collisions. The NHTSA study not only concentrated on the costs of collisions but also who pays the costs. Table 5 is a combination of Table 22 and Table 23 from the NHTSA study, "The Economic Impact of Motor Vehicle Crashes, 2000"<sup>2</sup> and shows the source of payment distribution of collision costs for each component of the costs. The total percentage for each source of payment is also included at the bottom.

<b>Table 5</b> <b>Estimated Source of Payment for Each Motor Vehicle Crash Cost Component<sup>2</sup></b>							
	<b>Federal</b>	<b>State</b>	<b>Total Government</b>	<b>Insurer</b>	<b>Other</b>	<b>Self</b>	<b>Total</b>
Medical	14.40%	9.76%	24.16%	54.85%	6.36%	14.62%	100.00%
Emergency Service	3.87%	75.75%	79.62%	14.74%	1.71%	3.93%	100.00%
Market Productivity	16.20%	3.06%	19.26%	41.09%	1.55%	38.10%	100.00%
Household Productivity	0.00%	0.00%	0.00%	41.09%	1.55%	57.36%	100.00%
Insurance Administration	0.89%	0.51%	1.40%	98.60%	0.00%	0.00%	100.00%
Workplace Costs	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Legal / Court	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%
Travel Delay	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Property Damage	0.00%	0.00%	0.00%	65.00%	0.00%	35.00%	100.00%
<b>Percentage of Total Costs</b>	<b>6.41%</b>	<b>2.70%</b>	<b>9.11%</b>	<b>50.26%</b>	<b>14.48%</b>	<b>26.15%</b>	<b>100.00%</b>

The most significant point from the above table is that society at large picks up nearly 75% of all crash costs incurred by individual motor vehicle crash victims. These costs are passed on to the general public through insurance premiums, taxes, direct out-of-pocket payments for goods and services, and increased charges for medical care.<sup>2</sup>

## Contributing Circumstances in Collisions

Figure 12 portrays the seven most prevalent contributing circumstances recorded for fatal collisions, injury collisions, and all collisions. For every vehicle involved in a collision, the investigating officer may indicate up to three circumstances contributing to the cause of the collision.

Figure 12  
Top Seven Primary Contributing Circumstances Cited for Traffic Collisions in 2006

